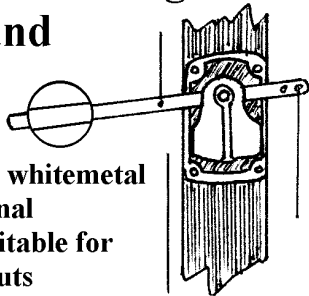
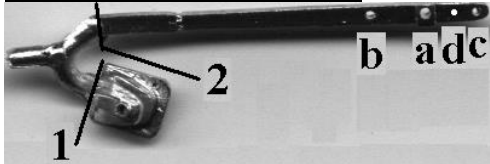


SIGNAL BALANCE LEVER with large weight and bracket

Cast brass & whitemetal
Fully functional
Especially suitable for
outdoor layouts



ASSEMBLY INSTRUCTIONS



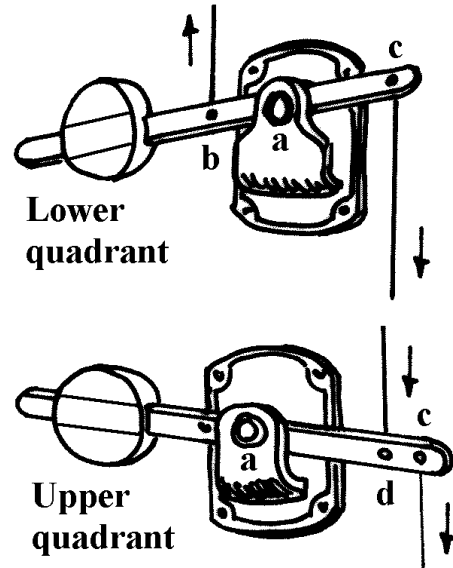
Remove the casting sprue by making two cuts with a piercing saw or slitting disc as shown. Tidy up the cuts and any mould lines with files, and file flat the rear face of the bracket. Open out axle hole (a) with a no.65 drill, using broaches to make it a clearance fit on the 0.9mm brass rod. Treat the holes in the bracket similarly. For a lower quadrant signal, open out pull rod hole (b) and signal box wire hole (c) to suit your operating wires. For an upper quadrant signal, fill in (b) with solder, open out (c), and add pull rod hole (d). Solder (70°) the two weight halves around the lever as shown opposite. Ensure the lever moves freely in the bracket

jaw with no slop. Check which side of the signal post the bracket was fitted, and which side the weight hangs, position the lever in the jaw to suit, then insert the brass rod through the bracket and hole (a) in the lever. Leave the rod overlong at the rear, so it will provide a secure fixing into the post. Oil hole (a), and solder the rod to both bracket faces.

PAINTING

Generally, the whole assembly was painted black. Bauxite was common in pre-Grouping days, and pale grey in later BR days and on Railtrack/Network Rail. The weight and the few inches of lever either side of it are sometimes painted white.

FINAL ASSEMBLY



After fixing to the post, connect the balance lever as shown. The wire from the operating lever, solenoid etc. should always pull; the connection between the balance lever and signal arm always pushes for a lower quadrant signal, and pulls for an upper quadrant one. When making the connection, remember to set the lever above the horizontal when the arm is off.